

## WEATHER FORECAST.

Local showers and thunderstorms to-day; to-morrow not quite so warm.  
Highest temperature yesterday, 70; lowest, 60.  
Detailed weather reports will be found on editorial page.

VOL. LXXXVI.—NO. 291—DAILY

NEW YORK, SATURDAY, JUNE 17, 1922.

ENTERED AS SECOND CLASS MATTER.

POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS  
WITHIN 200 MILES.  
FOUR CENTS ELSEWHERE.

## PRESIDENT COMPELS McCUMBER TO DEFER HIS BONUS MEASURE

First Test Shows Harding,  
Putting Tariff Ahead, Is  
Master of Party.

### SENATOR'S HOPES WANE

He Meets Legion Chiefs,  
Who Now Will Take Any-  
thing They Can Get.

### BILL MAY BE DROPPED

Author of Measure Does Not  
Even Consult the 'Death  
Battalion.'

By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,  
Washington, D. C., June 16.

The first test in the Senate over the \$5,000,000,000 bonus bill has established the leadership of President Harding in his party.

The "quiet courage" for which he was praised by Dean West of Princeton last week has prevailed against the political hysteria of Republican Senators, who were determined to sweep aside the tariff and enact at once the bill to further tax the people for the benefit of able-bodied ex-service men.

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### McCumber Gives In.

Throughout a day of conferences between the various groups over the bonus, Chairman McCumber persisted in his statement of yesterday that he would disregard the wishes of the eleven who refused to commit themselves to the Lodge plan when he found that even a majority of his bonus associates were against him.

Without consulting the valiant band of nine Republicans in the "death battalion," Senators who urged him to go ahead with his plan for advancing the bonus ahead of the tariff, he decided to back down from the arbitrary stand he assumed yesterday.

He could not do so, however, until he had consulted John Thomas Taylor, legislative representative of the American Legion officials, who claim to control the votes of all the ex-service men in the country. As the legion officials have surrendered point after point in their fight for a bonus, this, of course, permitted Mr. McCumber to agree with the Lodge program. The position of the American Legion officials, who began by demanding a spot cash bonus, indicates they now will take anything they can get. Their chances for getting anything at present cannot, by the widest stretch of the imagination, be called rosy.

### Johnson Displeased.

Mr. McCumber's surrender to the leadership of President Harding was not characterized by any great amount of harmony or good feeling. Some of the more ardent bonus Senators, including Johnson (Cal.) and Capper (Kan.), millionaire leader of the agricultural bloc, expressed disapproval of the deal into which Mr. McCumber had entered with Senator Lodge.

It is not quite certain that these two, and perhaps other bonus Senators, will assent to the Lodge-McCumber agreement which is to be acted upon at the conference of Republican Senators on Monday. It is not improbable there will be several oral explosions at that gathering to add to and complicate the already murky muddle over the whole bonus situation.

Of the two or three outstanding features of this muddle the attitude of the Democratic Senators is perhaps the most disturbing to the Republican Senators who solemnly agreed to set aside the tariff in order to pass the bonus bill. The Democrats, of course, are not a party to the deal between the two Republican groups. On the contrary, they cordially disapprove of it. This was clearly revealed by Senator Walsh (Mass., Dem.), leader of the bonus group in the minority, who declared he would fight the fighting to bring forward the bonus if Mr. McCumber failed to do so.

"In my judgment," said Senator Walsh, "we have given Mr. McCumber

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Theatrical and Hotel and Restaurant.

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## Navy to Outrank Army During Visit of Denby

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New York Herald Bureau,  
Washington, D. C., June 16.

DURING the visit of Secretary of the Navy Denby to Hawaii, it was announced to-day, is prepared to waive the controversy on who is ranking officer of the islands and will accord to Rear Admiral Edward Simpson, the naval commander at Pearl Harbor, whatever naval prestige accrues from conceding to him, for the time being, the rank of senior officer. Major-General Charles R. Sumner, the army commander, must waive his claims to precedence.

This merely means that Admiral Simpson or his superior, Secretary Denby, will have the right to sit on the right hand of Gov. Farrington at all social functions during the presence in Hawaii of the Secretary of the Navy, but does not settle the controversy on rank, which will be taken up and decided later.

## HIGH SKIRTS DEMAND LOWER CAR STEPS

Getting on Trolleys 'Indecent,  
Hazardous and Annoying,'  
Say Many Women.

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## MARCONI PREDICTS JUNKING OF CABLES SOON IN RADIO AGE

America Leads the World  
in Wireless Progress,  
Says Inventor.

### STATIC BEING STOPPED

Pioneer Will Not Say He  
Hears Mars, but Finds  
'Outside' Waves.

### HIGH SPEEDS DEVELOPED

Encouragement of 'Herald'  
in Experimenter's Early  
Days Recalled.

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## Helicopter Plane Tests Apparently Successful

Washington, June 16.—Apparent-ly successful trials of a new helicopter air- plane were conducted to-day near College Park, Md., in the presence of experts from the Navy Department's bureau of aeronautics.

Operated by Henry Berliner, son of Emil Berliner, the inventor, the machine was three times raised to an elevation of about seven feet, and while at that height was made to rise and fall, or to remain poised in the air. It later was driven over the circuit of a half mile track in the vicinity.

Commander J. E. Hunsacker, who headed the naval delegation at the trials, refused to comment on the exhibition in advance of his report to the department.

### JAIL ALL SUMMER, OUTLOOK FOR WARD

### SOME INTEREST WAIVED

Result of *Cañon* and Huerta  
Negotiations Is Likely to  
Help Recognition.

After months of negotiation, an agreement was reached yesterday between Adolfo de la Huerta, Mexican Finance Minister, representing his Government, and the International Committee of Bankers on Mexico, covering the external debt of the Mexican Government. This settlement is considered in financial circles as a big step toward restoring to Mexico her position among nations and toward her recognition by the United States, Great Britain and other countries which have so far failed to recognize the Obregon Government.

The agreement was signed about 6 o'clock last evening by Mr. de la Huerta for his Government and by Thomas W. Lamont, chairman, and I. H. Patchin, secretary, for the committee. The agreement was made subject to approval by President Obregon, but his acceptance of the document is expected at any time.

In announcing that the committee had reached an agreement with the Mexican Government's representative, Mr. Lamont gave out the following statement:

Finance Minister de la Huerta and the International committee of bankers on Mexico yesterday afternoon signed a comprehensive agreement covering the matter of the Mexican Government's external debt. The settlement arrived at is, as stated earlier in the week by the Mexican Minister, subject to the approval of President Obregon.

As a preliminary to the agreement, the determination of the Mexican Government to fulfill its obligations to the full extent of its capacity, and states that the international committee recognizing the difficulties of the situation caused by the revolution and desiring to cooperate with the Government in promoting the full economic recovery of Mexico as rapidly as possible, will recommend that the bondholders make substantial adjustments of their rights.

The more important points covered in the agreement relate to the handling of current interest on the bonds of the railways. The plan of adjustment relates to all external Mexican Government debt, direct or guaranteed, the National Railways debt and certain other debts. The agreement largely held outside Mexico: the total face value of the securities covered being over \$500,000,000 gold, on which the interest is payable to approximately \$200,000,000.

As to current interest, cash payments in varying proportions among the different issues are to be made. The agreement also provides for the schedule of disbursements in general to be based on the relative values of the bonds. For such part of current interest as is not in cash, scrip will be issued and redeemed in due course, certain funds to be set aside for this purpose. A special fund for current interest, etc., will be increased each year until January 1, 1923, when full service of the debt will be resumed. The old export taxes and the surcharge on railway gross receipts will be paid into this special fund.

As to special interest, all cash payments to be made on the bonds are to be made by the deposit of an overdraft coupons with a trustee. Against these coupons receipts will be issued, to be amortized without interest over a period of time. This arrangement is, in effect, equivalent to cancellation of a part of the back interest.

As to the railways, they are to be operated by private management as before the revolution. The Government will assume by indorsement all railway debt not previously guaranteed. The rights of foreign bondholders to the bonds will be suspended so long as the plan is being carried out, thereby protecting both the stock ownership of the Mexican Government and other shareholders, as well as the ultimate rights of the bondholders.

In general, in order to give time for full resumption of all cash obligations to the bondholders, the Government will temporarily suspend of sinking fund rights, etc., during a five year period, after which all contract clauses will again be in full force. This arrangement of the plan will be submitted to the bondholders by the committee as soon as possible and deposits will be invited by the banking houses and institutions. The plan is identified with Mexican Government financing.

Will Hasten Recognition.

It is the belief in financial circles here that the agreement will hasten very materially the recognition by the United States of the Obregon Government in Mexico. In England, too, it is expected to have the same effect, for it has been said in Parliament that the recognition of Mexico would depend entirely upon her arrangement to take care of her defaulted debt. The other

Continued on Page Three.

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## HUERTA SIGNS PACT FOR MEXICO TO PAY HALF BILLION DEBTS

Government to Assume Ex-  
ternal Obligations Due to  
Foreign Debtors.

### OBREGON TO APPROVE

Private Ownership of Rail-  
roads and Five Years of  
Grace on Foreclosures.

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## SHIPPING BOARD CRAFT FREE FROM SEIZURE IF BAR LIQUOR IS SEALED

Treasury Decision Sustains Lasker and Applies to  
United States and Foreign Vessels When Entering  
American Ports—Does Not Settle Right  
to Take On Cargo of Intoxicants.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,  
Washington, D. C., June 16.

Shipping Board vessels and all others, American or foreign, are relieved from the liability of seizure or any other action under the Volstead law for possession of sealed supplies of bar liquors.

This was the effect of an official Treasury Department ruling made public to-day and which made it clear that if Shipping Board vessels seal up their bar supplies when entering the territorial limits of the United States they will not be molested by prohibition or custom agents. Foreign passenger vessels have followed this practice since prohibition came.

In effect the decision strengthens the position of Chairman Lasker of the Shipping Board and places the Treasury Department, in both the customs and prohibition branches, in line with the Shipping Board attitude, which runs counter to the latest opinion of the Attorney-General and his interpretation of the Volstead law and court decisions.

On its face the decision apparently made contradictory statements on the right or propriety of ships taking bar liquors into or out of American ports under seal. This brought much confusion in some official circles and many Treasury officers admitted inability to construe or interpret it.

General Counsel P. A. Vase said it was clear it made a specific exception of liquors carried by ships in sea stores in the emphatic holding that no ship or other carrier could bring liquor into or out of the country in any circumstances.

Does Not Settle Issue.

The decision, while giving an official approval to the existing practice with regard to the carrying of a bar supply of liquor, which is sealed in port, does not in any way attempt to determine the issue whether American ships are American territory in the meaning of the Volstead act.

While Administration officials were studying and discussing the Treasury decision, the House Merchant Marine and Shipping Committee this afternoon favorably reported the Administration's ship subsidy bill, without the Bankhead amendment, which asked that aid be withheld from any vessel carrying or selling liquor in or outside the three mile limit.

The Bankhead amendment was rejected without a record vote. The bill was reported by a 9 to 4 vote on strictly party lines.

It is expected that the Rules Committee, in response to President Harding's request, will adopt a rule early next week limiting debate on the measure. It had been planned to prevent amendments, but opposition engendered by the wet and dry issue practically has forced abandonment of the original program. Passage of the measure is regarded as an uncertain thing, some proposed to limit open sale of liquor on American ships. Democratic opposition is mustering support from middle Western Republicans, and if dry opposition is thrown in through refusal to permit a dry amendment, passage of the bill would be in real peril. Efforts to obtain comment on the situation at the White House to-day were unavailing.

Provisions of Order.

The Treasury decision was prepared pursuant to the opinion of acting Attorney-General Nebeke, affirmed by Attorney-General Daugherty, and the recent Supreme Court decision holding that in transit liquors could not come into the United States.

The decision is largely made up of instructions for the handling of non-beverage spirits going in transit through the country or entering United States ports. It starts, however, on a strong and strengthening the general and emphatic provisions of paragraph A of section 93 of regulation 60, governing against the movement of beverage spirits of any kind. The amended form reads as follows:

It is unlawful to transport liquor for beverage purposes, including in transit, shipment from one foreign country to the same or another foreign country, in or through American territory, either by land or water, and even though the liquor be not landed in this country, and even though it be transported in or through American territory, and the persons transporting it subject to prosecution, to permit for such transportation can be issued.

Exception Is Provided.

This paragraph would seem to absolutely forbid the bringing in or taking out of the country of liquor for any purposes, but at the bottom of directions for the handling of non-beverage spirits, as paragraph (Q), is given this exception:

Liquors properly listed as sea stores and liquors shown by the shipping papers and vessel's manifests to be and actually destined to a foreign country, and going forward on the same vessel as that on which they arrive are excepted from the provisions of this section, and will be subject only to customs regulations.

Under customs interpretations the phrase "sea stores" includes any provisions for the officers, crew and passengers of a ship. This would mean that liquor carried for the consumption of passengers was excepted and would not be molested. The prohibition unit states that this exception applies to American as well as other vessels. The term "ship stores" would not be so inclusive.

The customs regulations applying call merely for the sealing of all bar and crew liquors while the vessel is in an American port or in American territorial waters.

In effect the decision does not change the accepted practice that has applied with respect to foreign passenger carrying vessels. The exception was made to meet this situation, but the law officers say it must apply to shipping Board vessels until it is changed.

GANDHI'S SUCCESSOR IN JAIL.

ATMEREADAB, British India, June 16 (Associated Press).—Quersah, the non-cooperation leader in British India, who succeeded Gandhi when the latter was imprisoned on charges of sedition, has been sentenced to a year's rigorous imprisonment and to pay a fine of 500 rupees, with a further three months' imprisonment in default of payment, for the publication of alleged seditious articles in the newspaper Young India.

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## NEW RAIL CUT TAKES \$27,000,000 A YEAR OFF PAY OF 325,000

Board Rule Affects 200,000  
Clerks and 100,000 Sta-  
tion Workers.

### NOTES 'LIVING WAGE'

Will Take Up Issue When  
Abnormal Postwar  
State Is Past.

### LABOR MEN FILE PROTEST

Charge Slash of 2 to 6 Cents  
Hourly Is Unnecessary  
and Unjustified.

By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,  
Washington, D. C., June 16.

Pruning nearly \$27,000,000 from the annual payroll of 325,000 railway employees by cutting clerks, signalmen and stationary firemen from two to six cents an hour, the United States Railroad Labor Board to-day announced another wage slash, bringing total reductions under the board's orders up to \$135,000,000 beginning July 1.

Clerks were cut three to four cents an hour, according to classification; signalmen five cents and firemen two cents.

Approximately 1,200,000 railway employees will share the total reduction, which has brought vigorous protest from every union organization involved and is expected to result in a strike vote of ten railway labor bodies. The voting already is under way in seven unions.

A dissenting opinion, protesting against any reduction, was included in the decision. It was signed by Arthur O. Wharton and Albert Phillips, both labor members.

'Living Wage' Recognized.

Definite recognition of a "living wage" and "saving wage" was made for the first time by the board in to-day's decision. Although abnormal post war conditions were pointed out as obstructions to fixing any scientific living or saving wage at present, the board declared that as soon as this condition cleared away it would "give increased consideration to all the intricate details incident to the scientific adjustment" of such a wage.

Most of these hit by the new cut will be 100,000 clerks and 100,000 station employees.

Telephone girls who, the board declared, have suffered from unproportioned increases and decreases receive a minimum wage of \$35 a month. A further proviso says that any who receive more than that amount at present shall not suffer any reduction.

Signal men helpers, suffer a 6 cent cut. Inspectors, assistant foremen and inspectors, however, escaped with no reduction. The 5,000 train dispatchers also escaped a cut.

Stationary engineers, firemen and others, on the other hand, were reduced 2 or 3 cents an hour.

A decision covering 75,000 telegraphers will be issued by the board later.

Dining car employees arrive in California by train to-day. In San Francisco Bay will continue to get their present pay.

Marine workers' wages were untouched.

In the decision showed that clerks will receive under the new scale an average of 58.5 cents an hour, compared with 54.5 cents in December, 1917, when the Government took over the railroads.

The firemen and others have received an increase from 21.8 cents an hour, in 1917, to 49.6 cents July 1.

Fair Opportunity to Profit.

"That the carriers shall have a fair opportunity to profit by the revival of business in order that they may expand and flourish is absolutely indispensable to their efficient service to the American public," the decision said.

This statement must not be misconstrued